

## **BRAC IMPLEMENTATION COMMITTEE MEETING SUMMARY – June 16, 2009**

- John Carman called the Committee to order at 7:35 p.m.
- Cyrena Eitler of DOD's Office of Economic Adjustment (OEA) introduced Jeanette Musil, who is transitioning to assume Cyrena's duties relating to Bethesda BRAC.
- Phil Alperson provided the following updates:
  - **The Transportation Project Matrix** on the web site and has been updated through June 18, 2009. It tracks all the projects that are under way or have been proposed relating to Bethesda BRAC infrastructure:  
[http://www.montgomerycountymd.gov/content/exec/brac/pdf/transpo\\_project\\_matrix-061809.pdf](http://www.montgomerycountymd.gov/content/exec/brac/pdf/transpo_project_matrix-061809.pdf)
  - **Metro entrance/pedestrian access project:** The Defense Dept. FY2010 budget includes a "placeholder" for the Metro entrance DAR project @ \$20 million for FY 2011. While this isn't yet "money ion the bank," it reflects the obvious interest of the Obama Administration and the Department of Defense for this project. That is why completion of the WMATA report is so important, so that DOD and federal, state and local transportation agencies can move this project forward.

In addition, on June 2 WMATA General Manager John Catoe wrote to Congressman Van Hollen expressing his support for the project:  
<http://www.montgomerycountymd.gov/content/exec/brac/pdf/wmata-metroentranceupdate-vanhollenletter-060209.pdf>

Background information:

- 5-20-09 Post article: <http://www.washingtonpost.com/wp-dyn/content/article/2009/05/19/AR2009051903421.html>
  - 5-27-09 Gazette article:  
[http://www.gazette.net/stories/05272009/kensnew202858\\_32522.shtml](http://www.gazette.net/stories/05272009/kensnew202858_32522.shtml)
  - County Executive Leggett's press release:  
[http://www.montgomerycountymd.gov/apps/News/press/PR\\_details.asp?PrID=5609](http://www.montgomerycountymd.gov/apps/News/press/PR_details.asp?PrID=5609)
- **Bike and Pedestrian Paths:** The Office of Economic Adjustment (OEA) approved the County's request for \$750,000 grant to conduct a Facilities Study towards the construction and renovation of pedestrian and bike paths in the area around NNMC! The grant will reimburse the County for its expenses on the project, so MC-DOT is working with the County Council to appropriate the funds; work will proceed once the funds are appropriated.

- Map of area to be studied:  
<http://www.montgomerycountymd.gov/content/exec/brac/pdf/bikeways-dotfinalmap-ocarequest-091608.pdf>
  - On June 4, 2009 Congressman Van Hollen wrote to the State Highway Administration (SHA) applauding SHA's decision to upgrade bicycle paths as part of intersections project:  
<http://www.montgomerycountymd.gov/content/exec/brac/pdf/intersections-cvh-let-to-sha-re-paths-060509.pdf>
- Bob Simpson of the Montgomery County Dept. of Transportation was sitting in for Edgar Gonzalez, who was ill. Responding to questions from Committee members, Bob reported that MC-DOT had not yet determined whether the Facilities Study would be conducted in-house or if contractors would be hired. Bob reported that under normal procedure, the OEA grant could not be utilized until the County Council added the Facilities Study to the County's annual Capital Improvements Plan (CIP), which would not take place for another year. John Carman directed Phil to compose a draft letter on behalf of the Committee to County Executive Leggett urging him to work with the Council to ensure that the Facilities Study could be undertaken expeditiously.

After the meeting, Bob concluded that he had misspoken and sought clarification from Edgar Gonzalez on how and when the grant would be administered. Edgar Gonzalez provided the following clarification that, in short, states the grant will indeed be expedited quickly:

Sorry that I could not attend last night's meeting and could not brief Bob on all the details associated with the grant.

For that reason, Bob inadvertently provided the group with the wrong schedule information. Here is where we are with the grant.

1. DOT is processing a "Supplemental Appropriation" request to make use of the funding. Our expected completion of the internal paper work (Supplemental language, PDF, funding and disbursement stream, etc...) will be completed within one week.
2. Our request is then forwarded to OMB and the County Executive for approval and transmittal to the County Council for formal action and appropriation of funds (since this is a reimbursement grant, we need first the authority to spend County funds, and then request reimbursement from the federal grant.)
3. We expect to get authorization from the Council for the project during the month of July.
4. Planning and Preliminary Engineering will then be initiated in **August of 2009** using a combination of in-house staff and consultants that we already have on-board.
5. All our work under the Grant should be completed by the Spring of 2010. So, this is one year ahead of what was reported at the meeting last night. Again, my

apologies for not making this clearer to my staff; thus the information you got last night. I take full responsibility for it.

6. We are also preparing a regular capital project, which will be in a way an amendment to the one we expect to get approved by the Council this coming month. That project will be for the **actual construction** and implementation of the effort that will be started by the Grant monies. That is the project (construction) that can not start until July, 2010. But the Grant money will be totally used and the preliminary engineering work completed by the Spring of 2010.

Again, sorry for the confusion and hope this clarifies the actual implementation schedule from here on...

Edgar Gonzalez, P.E.

Deputy Director for Transportation Policy

- **SHA Intersections Project:** Community responses to the April 2 public presentation of the SHA Bethesda BRAC Intersections Improvement Project are posted on the web site's Community Involvement and Transportation Pages. Comments posted on the web site since the April BRAC Committee meeting include: Council Member Roger Berliner, Montgomery County Fire & Rescue Service, the Town of Oakmont, and residents of the area around the Connecticut Avenue/Jones Bridge Road intersection:  
<http://www.montgomerycountymd.gov/brctmpl.asp?url=/Content/EXEC/BRAC/community.asp>
  - In addition, the web site includes County Executive Leggett's May 20 response to the BRAC Committee's letter:  
<http://www.montgomerycountymd.gov/content/exec/brac/pdf/bic-intersections-leggettresponse-052009.pdf>
  - Park & Planning detailed comments pertaining to the intersection at Connecticut Avenue/Jones Bridge Road:  
[http://www.montgomerycountymd.gov/content/exec/brac/pdf/intersections-mncppctosha-jbr\\_md185-052009.pdf](http://www.montgomerycountymd.gov/content/exec/brac/pdf/intersections-mncppctosha-jbr_md185-052009.pdf)
- **Bus Service to NNMC:** WMATA, MC-DOT, MDOT-MTA, NNMC and other agencies are discussing the long-term need to expand bus service from to Navy Med. This is part of a state-wide BRAC bus service study. We hope to have a presentation later in the year, maybe July or September, as this study moves forward.

- **Federal Funding:** This is a moving target, with a lot of action currently in process.
  - **ARRA (American Recovery and Reinvestment Act) DOT Discretionary Grant.** This is the Economic Stimulus bill's special grant program published in the Federal Register on May 18 by the U.S. Department of Transportation, with the cute acronym TIGER Grants (Transportation Investment Generating Economic Recovery). The State's MDOT is reviewing what projects it will submit for TIGER Grant funding within a \$300 million cap of eligible projects. MC-DOT is working with MDOT; if MDOT cannot submit this project for funding then MC-DOT intends to. Background info: <http://www.dot.gov/affairs/2009/dot6909.htm>.
  - **Surface Transportation Reauthorization Bill.** This bill funds major highway, rail, transit, and alternative transportation projects. Montgomery County has requested funding through our congressional delegation for the Metro entrance/pedestrian access project. The State of Maryland is seeking federal funding in this bill for the BRAC intersections projects for Bethesda, Aberdeen, Fort Meade, and Andrews AFB.
  - **Other legislative funding vehicles** being crafted right now that could assist Bethesda BRAC projects include Fiscal Year 2010 Defense, Military Construction, and Transportation-HUD Appropriations.

Background information:

- Congressman Chris Van Hollen FY2010 Project Requests: <http://vanhollen.house.gov/HoR/MD08/Legislation/Issues/FY10%20Projects.htm>
  - Congressman Chris Van Hollen FY2010 Surface Transportation Requests: <http://vanhollen.house.gov/HoR/MD08/Legislation/Issues/5-14-09%20FY10%20Surface%20Transportation%20Reauthorization%20Requests.htm>
  - Senator Barbara Mikulski FY2010 Project Requests: <http://mikulski.senate.gov/Appropriations/FiscalYear2010/index.cfm>
  - Senator Ben Cardin FY2010 Project Request: <http://cardin.senate.gov/legislation/appropriations.cfm>
- **National Intrepid Center of Excellence for Traumatic Brain Injury:** This is the new \$75 million facility being constructed by the National Intrepid Center, which is affiliated with the Fisher Foundation well known for Fisher

Houses on bases across the country. When completed, it will be donated to the Navy. A funding problem came up when the Navy determined it needed to demolish and relocate a gymnasium on the NNMC campus to accommodate the TBI Center. Funding for the new gymnasium was deleted from an early version of the supplemental appropriations bill. But thanks to our congressional delegation, particularly Senator Mikulski who sat on the House-Senate conference committee that drafted the final version of the bill which is on the House floor today, funding for the new gym has been restored. Building the new gym will allow the TBI Center construction to move forward. This is a small price to pay to build a \$75 million state-of-the-art facility to treat soldiers with some of the most devastating and long-lasting injuries of the wars in Iraq and Afghanistan. Background info:

- <http://www.montgomerycountymd.gov/content/exec/brac/pdf/tbi-gymnasiumfunding-fy09supp-senators-060109.pdf>
  - [http://www.montgomerycountymd.gov/apps/News/press/PR\\_detail.s.asp?PrID=5664](http://www.montgomerycountymd.gov/apps/News/press/PR_detail.s.asp?PrID=5664)
- **NAVY UPDATE:** Ollie Oliveria reported that the 2<sup>nd</sup> RFP for on-base BRAC construction has been delayed because the FY2009 Supplemental Appropriations has not yet been passed and signed into law.
  - **COMMUNITY UPDATE:** Ilaya Hopkins reported that the Neighborhood Coalition has been meeting with elected representatives, particularly on the County Council, to urge greater engagement in BRAC matters and the inclusion of BRAC projects to the CIP. The Council has planned a June 30 briefing on BRAC, partly in response to the Coalition's outreach. NNMC officials, including Base Commander Rear Admiral Nathan, hosted the Coalition at an on-base meeting for a BRAC construction overview.
  - **MDOT-SHA UPDATE:** Sean Massey, MDOT's BRAC Coordinator, sitting in for Andy Scott, reported:
    - MDOT is establishing a BRAC Bethesda Inter-Agency Working Group, a technical body including representatives from MDOT, MCDOT, MNCPPC, WMATA, NIH, NNMC, and the County's BRAC Coordinator. This is a working group to facilitate coordination of the various transportation projects relating to Bethesda BRAC.
    - SHA is modifying its intersections improvement project to incorporate bike and pedestrian path upgrades in the area. On June 4, 2009 Congressman Van Hollen wrote to SHA applauding its decision to upgrade bicycle paths as part of intersections project:  
<http://www.montgomerycountymd.gov/content/exec/brac/pdf/intersections-cvh let to sha re paths-060509.pdf>

Richard Hoyer, representing Councilmember Duchy Trachtenberg, noted that the Council recently commended the NIH bicycle club for its efforts to promote bicycle commuting.

- Except for incorporating the pedestrian paths, there are no new updates at this time on the SHA intersections project. SHA is still reviewing and incorporating public comments and hopes to present a revised plan in the near future.
- **WMATA presentation on the Medical Center Metro entrance/pedestrian access project:** (<http://www.montgomerycountymd.gov/content/exec/brac/pdf/wmata-metroentranceupdate-061609.pdf>): Robin McElhenny provided the latest update on the Metro entrance project. She expects the final report to be completed within a few weeks and that it won't include recommendations. She noted that after 2011 Metro ridership at the station will double and pedestrian crossings to the NNMC campus will triple. The five options under consideration remain:
  - 1. No Build:** Pedestrian enhancements including widening the road to provide for a larger pedestrian refuge; improved signage, signaling and fencing; and an east-side kiss-and-ride drop-off area. This project would offer little disruption to traffic during construction and would promote pedestrian safety. However, it would not reduce – in fact, it would increase – conflicts between pedestrians and vehicles.
  - 2. Deep Elevators:** A bank of three high speed elevators down more than 100 feet to a short tunnel to the Metro platform. The “No Build” pedestrian enhancements would also be constructed. This option would capture virtually all Metro-related pedestrians but wouldn't capture any bus commuters or other pedestrians from surrounding neighborhoods.
  - 3. Shallow Pedestrian Tunnel:** A tunnel beneath MD355 with two elevators, an escalator and a stairway on either end. The “No Build” pedestrian enhancements would also be constructed. This wouldn't provide a direct connection to the Metro station but would be fairly close so would capture most Metro riders and other pedestrians except those who may choose the straightest path across MD355. The tunnel could be mined or “cut and cover.” Mining the tunnel is less disruptive but more expensive.
  - 4. Combining Deep Elevators and Shallow Pedestrian Tunnel:** This would capture virtually every pedestrian but would be the most expensive to build.
  - 5. Pedestrian Bridge:** An overpass with two elevators, an escalator and a stairway on either end. The “No Build” pedestrian enhancements would also be constructed. This would be similar to the shallow tunnel, but some transportation planners fear pedestrians hesitate to use bridges that lack direct connections to a destination. There are also concerns about the effect of this bridge on the sightlines of the historic NNMC viewshed. Construction would offer little disruption to traffic.

WMATA's cost estimates have changed from FY2008 dollars to FY2009:

<b>1. No Build:</b>	Construction	\$500,000	
	Project Delivery:	200,000	
	<b>TOTAL (FY09):</b>	<b>\$700,000</b>	<b>FY08: \$1-\$1.5 million</b>
<b>2. Deep Elevators:</b>	Construction:	\$22.6 million	
	Project Delivery:	7.9 million	
	<b>TOTAL:</b>	<b>\$30.5 mil</b>	<b>FY08: \$32-35 million</b>
<b>3. Shallow Tunnel:</b>	Construction:	\$23.3 million (mined)	
	Project Delivery:	8.2 million	
	<b>TOTAL:</b>	<b>\$31.5 mil</b>	<b>FY08: \$16-29 million</b>
<b>4. Deep Elevators &amp; Shallow Tunnel:</b>	Construction:	\$44.0 million (mined)	
	Project Delivery:	15.4 million	
	<b>TOTAL:</b>	<b>\$59.4 million</b>	<b>FY08: \$47-60 million</b>
<b>5. Pedestrian Bridge:</b>	Construction:	\$10.8 million	
	Project Delivery:	3.8 million	
	<b>TOTAL:</b>	<b>\$14.6 mil</b>	<b>FY08: \$12-15 million</b>

When the report is finalized the Defense Department will begin its review for a decision on certification for the Defense Access Road (DAR) program. If there is a positive recommendation for DAR, then one of the local authorities (most likely MDOT or MCDOT, since WMATA is generally out of the construction business) would have to assume "ownership" of the project, a design must be selected and federal funding would not to be identified.

There was some discussion of the review process locally. The BRAC Committee may want to issue its own recommendation to the County Executive and the County Council and Park & Planning Commission will likely hold hearings.

- **John Carman solicited public comments from those in attendance.**
  - Several area residents expressed various concerns over the SHA intersections plans.
- **The meeting was adjourned at 9:30 p.m. The next meeting is scheduled for Tuesday, July 14, 2009, 7:30 p.m., at the BCC Regional Services Center.**  
*NOTE—Due to schedule conflicts this is the 2<sup>nd</sup> Tuesday in July, not the usual 3<sup>rd</sup> Tuesday.* The main agenda item is expected to be a discussion led by Park & Planning Commission staff of "big picture" long-range planning for the area affected by BRAC

**Committee members in attendance, June 16, 2009:**

Phil Alperson, County BRAC Coordinator  
Ed Krauze for Jon Alterman, Bethesda-Parkview Citizens Association  
John Carman, Committee Chairman  
Larry Cole, Maryland-National Capital Park & Planning Commission  
Bob Simpson for Edgar Gonzalez, MC-DOT  
Ilaya Hopkins, East Bethesda Citizens Assn.  
Janet Maalouf, Maplewood Citizens Association  
Debbie Michaels, Glenbrook Village Home Owners Assn.  
Sean Massey for Andy Scott, MDOT  
Paul Thaler, Locust Hill Citizens Association  
Sara Morningstar for Melanie Wenger, Montgomery County Intergovernmental Relations  
Dan Wheeland, NIH

**Ex-officio:**

Joan Kleinman (Rep. Chris Van Hollen)  
Miti Figueredo (Council Member Roger Berliner)  
Jeff Miller, NNMC Transportation Program Manager  
David "Ollie" Oliveria, NNMC BRAC Program Manager  
Capt. Daniel Zinder, Deputy Commander NNMC

**Other attendees**

Sara Benson, WMATA  
Annette & Irvin Blass  
Pat Coccaro, Chevy Chase Park  
Cyrena Eitler, DOD Office of Economic Adjustment (OEA)  
Jack Gillis, Chevy Chase Park  
Mike Greene, Chevy Chase View  
Ólafur Gudmundsson  
Leslie Hamm, Bethesda-Chevy Chase Regional Services Center  
Julie Hatcher, Chevy Chase Park  
Kathy Hochman, Chevy Chase Park  
Richard Hoye, Councilmember Duchy Trachtenberg  
Harold & Janet Johnson, Chevy Chase Park  
Chen Hoon Lee, Chevy Chase Park  
Hal M (sp?), Chevy Chase Park  
Barbara Magistro, Chevy Chase Park  
Marilyn Mazuzan, Town of Oakmont  
Jeff McCoy  
Robin McElhenny, WMATA  
Avice Meehan, Howard Hughes Medical Institute  
Claudia Meer, Edgemoor Real Estate Services  
Jeanette Musil, DOD Office of Economic Adjustment (OEA)



Sheila and Fred Nebel, Chevy Chase Park  
Stu Nibley, Chevy Chase Park  
Jamey Nugent, Chevy Chase Park  
Dean Packard, Chevy Chase Park  
Julio & Joy Panza, Chevy Chase Park  
Monika Rukus, Connecticut Ave. /Jones Bridge Road  
Rowan Salgado  
Marta Sanson, Chevy Chase Park  
Bob Simpson, Montgomery County Dept. of Transportation  
Ken Strickland, Chevy Chase Valley Citizens Association  
Bob Thompson, Chevy Chase Park  
Andrew Ujifusa, Gazette Newspapers  
Melanie Wenger, Montgomery County Intergovernmental Relations  
Julie Woepke, Maryland DBED Office of Military Affairs